

Belvedere: June 23, 2005
Jerry Butler

Corte Madera: **TO:** Transportation Authority of Marin Commissioners
Melissa Gill

Fairfax: **RE:** Regional Measure 2 Project Allocation for the Cal Park Hill Tunnel
Lew Tremaine Rehabilitation and Pathway Improvements

Larkspur:
Joan Lundstrom

Dear Commissioners:

Mill Valley:
Dick Swanson

Novato: The Cal Park Hill Tunnel Rehabilitation and Pathway Improvements consist of
Pat Eklund constructing a pedestrian and bicycle facility along the existing railroad right-of-way from Larkspur Landing Circle to Anderson Drive in San Rafael, including an extensive effort to rehabilitate and re-open a partially collapsed tunnel. The completion of this transportation link will provide an alternative path of travel for non-motorized commuting, or for recreational users, from the Transit Center in San Rafael to the Larkspur Ferry Terminal.

Ross:
Jeanne Barr

San Anselmo:
Peter Breen

San Rafael: The proposed pathway project is one of the four TAM sponsored elements identified as part of the voter approved Regional Measure 2. Regional Measure 2 (RM-2) provides funding for various transportation projects that have been determined to reduce congestion in the toll bridge corridors. RM-2 is one of five contributing funding sources to be used to construct this facility. The County Department of Public Works has successfully applied for and received three separate grants for total amount of \$5,408,000 related to this project. Portions of these grants have been used to advance the project environmental studies and the preliminary engineering to date.

Sausalito:
Amy Belser

Tiburon:
Alice Fredericks

County of Marin: During the preliminary engineering process, County staff collectively worked with the project stakeholders including the Cities of San Rafael and Larkspur, the pending property owner Sonoma-Marin Area Rail Transit (SMART), surrounding businesses and property owners, and other participating interest groups such as the Marin County Bicycle Coalition. As part of these developments, the SMART Board of Directors provided input that required modifications to the proposed design which included re-aligning the pathway from an "initial alignment" to it's "final alignment" while providing an adjacent graded bench to accommodate a dual use within the right-of-way. The benefit of the final alignment concept is that relocation and reconstruction of the pathway will not be required in the future as rail operations begin. The differential scope of work and related project costs related to the final alignment is referred to as the "Delta". The SMART Board acknowledged the mutual benefit to partner and participate in the tunnel rehabilitation and associated improvements and has directed their General Manager to seek RM-2 monies in order to provide the "Delta" project costs. It should be noted that these RM-2 funds are separate and are in addition to the TAM sponsored RM-2 allocation.

An interagency agreement will be prepared and presented to both the SMART Board and the TAM Commission for further consideration to identify appropriate review and approval procedures along with payment and reimbursement procedures.

The attached update to the Initial Project Report (IPR) includes a request for RM-2 design funds. The Metropolitan Transportation Commission has requested we utilize a proportion of the available grant funding along with the RM-2 funds to advance the design phase. The final design costs are estimated to be \$2,400,000 with SMART contributing \$1,000,000, the state and federal grants providing \$1,200,000 and the RM-2 program providing \$200,000.

Recommendation

1. Consider the attached update of the Initial Project Report (IPR) and adopt the Resolution approving the IPR, requesting \$200,000 in RM-2 monies to fund a portion of the final design phase, including project management, for the Cal Park Hill Tunnel Rehabilitation and Pathway Improvements.

Sincerely,

Craig Tackabery
Executive Director

Attachments: Updated Initial Project Report, Dated June 23, 2005
Resolution No: 2005-07

Regional Measure 2

Initial Project Report (IPR)

U.S. 101 Greenbrae Interchange / Larkspur Ferry Access Improvements

Updated June 23, 2005

INITIAL PROJECT REPORT

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PROJECT INFORMATION

Project Title

Marin U.S. 101 Greenbrae Interchange/Larkspur Ferry Access Improvements.

A portion of which is MRN030003 (TIP Id) for the Cal-Park Hill Tunnel Rehab & Class 1 Bikeway Imp.

Project Sponsor / Implementing Agency

The above project is composed of four independent individually functional elements as follows:

Project No. 11.1

Hwy 101 Greenbrae Interchange Corridor from south of Tamalpais Dr. to Sir Francis Drake Blvd.

Improvements including constructing Wornum Interchange to replace a number of existing hook ramps, sponsored by the Transportation Authority of Marin and implemented by Caltrans,

Project No. 11.2

Sir Francis Drake Blvd Widening sponsored by the Transportation Authority of Marin (TAM) and to be implemented by the City of Larkspur.

Project No. 11.3

California Park Hill Tunnel Rehabilitation and Class 1 Bikeway sponsored by the Transportation Authority of Marin and implemented by Marin County.

Project No. 11.4

Central Marin Ferry Access Improvements, sponsored by the Transportation Authority of Marin, the lead implementing agency is undetermined at present.

The Transportation Authority of Marin will be the responsible agency in conjunction with the respective lead agencies for delivering the RM-2 funded portions and seeking RM-2 funding allocations.

Detailed Project Description

Each of the independent projects and their utility are described below:

Project No. 11.1

U.S. 101 Greenbrae Interchange Corridor from south of Tamalpais Dr. to Sir Francis Drake Blvd. - This project is to construct a full service diamond interchange at Wornum Way to replace a number of nonconforming hook ramps on both sides of the highway, which will eliminate the need for northbound traffic entering the highway at Industrial Way, exiting the highway south of Sir Francis Drake and re-entering the highway north of Sir Francis Drake Blvd.

Project No. 11.2

Sir Francis Drake Blvd Widening - This project is to widen westbound Sir Francis Drake Blvd from roughly the entrance/exit from the Golden Gate Bridge, Highway and Transportation District Larkspur Ferry Terminal to the northbound U.S. 101 ramps. The City of Larkspur has longstanding desires to widen the two existing westbound through lanes to three lanes on Sir Francis Drake Blvd. The City already invested over \$100,000 to remove a railroad trestle that was the primary constraint to this widening last year after the structure was hit by a crane.

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Project No. 11.3

California Park Hill Tunnel Rehabilitation and Class 1 Bikeway - This project will rehabilitate an old railroad tunnel and construct a pathway within the railroad right of way to provide bicycle/pedestrian improvements to connect the San Rafael Transit Center in downtown San Rafael and the Larkspur Ferry Terminal in Larkspur. A graded bench will be created adjacent to the new pathway to provide a sufficient cross-section to accommodate future rail service operations (this project element will be funded by Sonoma-Marín Area Rail Transit (SMART) using their RM2 allocation)

Project No. 11.4

Central Marin Ferry Access Improvements - This project is to provide a bicycle/pedestrian connection from Wornum Dr (east of Hwy 101) to the north side of Sir Francis Drake Blvd. This includes a crossing of Corte Madera Creek by a new bridge or possible widening of the U.S. 101 northbound off-ramp to the north side of Corte Madera Creek where the Larkspur Ferry Terminal is located, and a crossing of Sir Francis Drake Blvd to connect with the Cal Park tunnel and bikeway.

Collectively all of these projects will improve the operation of the Greenbrae interchange, which is a major access to the Richmond-San Rafael Bridge and provide multi-modal access to and from the Golden Gate Bridge Highway, and Transportation District's Larkspur Ferry terminal.

PROJECT DELIVERY

Impediments to Project Completion

Overall

This project, composed of four independent elements, is of great interest to local communities represented by the County of Marin, City of Larkspur and Town of Corte Madera, the Association of Bay Area Governments (the Central Marin Ferry Access connections complete a segment of the Bay Trail) and the bicycling community. The proposed improvements will require outreach to the affected communities. Since the interchange project crosses a navigable portion of the Corte Madera Creek, reviews and clearances will be required from: Coast Guard, Army Corp of Engineers, US Fish and Wildlife, Bay Conservation and Development Commission, and Cal Fish and Game. Due to the project location, crossing the Corte Madera Creek, it will also be of interest to the environmental communities. The coordination of any work with the U.S. 101 HOV Gap Closure project needs to be incorporated into this project's development to minimize any unnecessary delays and optimize traffic flow.

Project No. 11.1

U.S. 101 Greenbrae Interchange Corridor from south of Tamalpais Dr. to Sir Francis Drake Blvd. - The project may ultimately require exceptions to the interchange spacing standards, but this should not be a serious problem as the interchange spacing proposed is a significant improvement over the existing situation.

Project No. 11.2

Sir Francis Drake Blvd Widening - The project is scheduled for construction this summer. The environmental determination has been revised and filed with the County Clerk. There are no known impediments at this time.

Project No. 11.3

California Park Hill Tunnel Rehabilitation and Class 1 Bikeway - During the design development of the Cal Park Tunnel Rehabilitation and Pathway Improvements, the pending owner, SMART, concluded it would not authorize constructing the pathway over the existing rails as proposed, and that it will require the newly

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created pedestrian/bicycle facilities to be constructed in its final location as to not require relocation in the future when rail transit operations are initiated. To accommodate this direction a modified design has been prepared to identify the physical location of the future rail alignment by creating a graded bench, and constructing the new pathway adjacent to this benched area. This additional excavation may require a phase two environmental investigation, which can be prepared during subsequent design efforts in advance of the construction phase. Issues resulting from this investigation will be addressed in the final design.

Project No. 11.4

Central Marin Ferry Access Improvements - At present no agency has indicated that they are prepared to assume the maintenance responsibility for the ultimate Ferry Access project, so the Transportation Authority of Marin has not developed a detailed implementation schedule for entire project. The southerly portion of project may be studied and/or implemented in conjunction with the interchange project. A phased approach toward implementation is identified for funding purposes to advance this element.

Phase Status

Project No. 11.1

Hwy 101 Greenbrae Interchange Corridor from south of Tamalpais Dr. to Sir Francis Drake Blvd. Improvements including Wornum Interchange For more than 15 years the County of Marin, Town of Corte Madera, City of Larkspur, and Golden Gate Bridge, Highway and Transportation District have pursued options, including bus HOV lanes and interchange studies to reduce congestion of this interchange.

Environmental The interchange project will require an Environmental Impact Report to address the wetlands / habitat impacts and potential community concerns about reconfiguration of the Hwy 101 interchanges. **Design** The CH2M Hill design concept generally conforms to the design standards; a project study report is being prepared and is expected to be completed by December 2005. Following the preparation of an EIR from August 2005 to January 2007 the PS&E would be drafted from January 2007 to October 2009. **Right-of-Way** Some right-of-way will be required for the Wornum interchange improvements, right-of-way acquisition would begin in July, 2007 and be complete and certified by May, 2009. **Construction** The construction of the new interchange will need to be carefully coordinated to minimize the disruption to the community.

Project No. 11.2

Sir Francis Drake Blvd Widening -The County of Marin, City of Larkspur and Golden Gate Bridge, Highway and Transportation District have been pursuing options, including signal interconnection and optimization and possible lane additions to reduce congestion of this segment over the last 14 years.

Environmental A Notice of Exception was filed by the City of Larkspur on this project element May 19, 2005. **Design** Managed by the City of Larkspur. The plans are to be complete by the end of March, 2005, funded by the City of Larkspur. **Right-of-Way** No new right-of-way is required. **Construction** Construction will be scheduled to coincide with the U.S. 101 HOV Gap Closure project in Summer 2005.

Project No. 11.3

California Park Hill Tunnel Rehabilitation and Class 1 Bikeway. The County of Marin, as lead agency, has worked with the cities of Larkspur and San Rafael to pursue this element over the last four years.

Environmental The County filed a CEQA Categorical Exemption and is preparing a NEPA compliant determination scheduled to be finalized within the next few months. **Design** With other available funds the County proceeded with the development of a 30% project design. The final design will be completed using a combination of state, federal and RM2 funds. The SMART Board has agreed to participate in the design phase using their RM2 allocation. **Right-of-Way** The major elements of the project are entirely within Golden Gate Bridge, Highway, and Transportation District owned right-of-way and they are amenable to the project (ownership of this right-of-way is in the process of being transferred to SMART and is expected to be complete within the duration of the design process). It is possible that an access easement will need to be

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acquired to connect the bike path from the railroad right-of-way to the public street in Larkspur.

Construction Using a combination of funding sources including RM-2 SMART funds, construction will be scheduled to allow for the timely use of the contributing funding sources.

Project No. 11.4

Central Marin Ferry Access Improvements - The City of Larkspur initiated the Central Marin Ferry Study, in cooperation with Marin County and the Town of Corte Madera, Golden Gate Bridge, Highway, and Transportation District, and Caltrans. The City has completed an alternatives feasibility analysis, which identifies a preferred alternative route, and has asked the Transportation Authority of Marin to identify an implementing agency for the construction and maintenance phases of the project. **Environmental** The project contains a crossing of Corte Madera Creek and will likely require resource agency permitting.

Right-of Way This project could largely be implemented in existing, publicly owned rights of way, or primarily in existing road rights-of-way with some smaller connections needing to be acquired.

Construction A significant element of this project will be a bridge construction or widening project, depending on the alternative ultimately selected. The construction schedule will need to be coordinated to reflect the environmental constraints associated with this sensitive area.

Operability

Each of the individual projects has independent operability considerations

Project No. 11.1

U.S. 101 Greenbrae Interchange Corridor from Tamalpais Dr. to Sir Francis Drake Blvd. Improvements including Wornum Interchange to replace a number of existing hook ramps – These improvements would primarily be maintained by the State through the SHOPP program, which is funded through Gas Tax.

Project No. 11.2.

Sir Francis Drake Blvd Widening – This will become part of the local roadway system maintained by the City of Larkspur with Gas Taxes

Project No. 11.3

California Park Hill Tunnel Rehabilitation and Class 1 Bikeway – This project will become part of the county bikeway system maintained by the Marin County Parks, Open Space and Cultural Affairs Department. In the future as SMART begins transit operations they will assume additional maintenance responsibilities, at that time a new agreement will be prepared.

Project No. 11.4

Central Marin Ferry Access Improvements – The maintenance will likely be provided by Caltrans and/or the appropriate City and County Parks Departments.

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Project Delivery Milestones

Project No. 11.1 Hwy 101 Greenbrae Interchange Corridor SFD to south of Tamalpais including Wornum Interchange Phase-Milestone	Planned – Initial		Planned - Revised		Actual	
	Start Date	Completion Date	Start Date	Completion Date	Start Date	Completion Date
Environmental Document	1/31/05	1/12/07	8/05	1/07		
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	1/31/05	2/1/06				
Final Design - Plans, Specs. & Estimates (PS&E)	1/16/07	10/19/09				
Right-of-Way Activities /Acquisition (R/W)	7/10/07	5/27/09				
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	7/7/10	11/21/13				

Project No. 11.2 Sir Francis Drake widening Phase-Milestone	Planned – Initial		Planned – Revised		Actual	
	Start Date	Completion Date	Start Date	Completion Date	Start Date	Completion Date
Environmental Document	1/31/05					5/05
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	1/31/05					5/05
Final Design - Plans, Specs. & Estimates (PS&E)	2/1/06	8/1/06		3/05		
Right-of-Way Activities /Acquisition (R/W)	4/1/06	8/1/06	3/05			NA
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	10/1/06	05/31/07	4/05	9/05		

Project No. 11.3 Cal Park Hill Tunnel Rehabilitation and Bike Path Phase milestone	Planned - Initial		Planned - Revised		Actual	
	Start Date	Completion Date	Start Date	Completion Date	Start Date	Completion Date
Environmental Document (CEQA)	Ongoing	5/31/04				8/01
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED) (NEPA)	Ongoing	5/31/04	Ongoing	7/05		
Final Design - Plans, Specs. & Estimates (PS&E)	2/1/06	8/1/06	10/05	1/07		
Right-of-Way Activities /Acquisition (R/W)	4/1/06	8/1/06	10/05	1/07		
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	10/1/06	05/31/07	5/07	12/08		

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Project No. 11.4 Ferry Access - Wornum to Corte Madera Creek at U.S. 101 (Phase A) Phase-Milestone	Planned – Initial		Planned - Revised		Actual	
	Start Date	Completion Date	Start Date	Completion Date	Start Date	Completion Date
Environmental Document	1/31/05	10/31/05	08/05	01/07		
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	1/31/05	2/1/06				
Final Design - Plans, Specs. & Estimates (PS&E)	9/1/05	3/1/06				
Right-of-Way Activities /Acquisition (R/W)	11/1/05	11/1/06				
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	5/1/06	9/31/06				

Ferry Access Phase B, crossing the Corte Madera Creek and Sir Francis Drake Blvd not yet scheduled, since no agency has indicated they would be willing to assume responsibility for maintenance of the facility.

PROJECT BUDGET

Total Project Budget Information

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$5,142
Design - Plans, Specifications and Estimates (PS&E)	\$10,594
Right-of-Way Activities /Acquisition (R/W)	\$650
Construction / Rolling Stock Acquisition / Operating Service (CON)	\$62,147
Total Project Budget (in thousands)	\$78,533

Prior Expenditure Information

As required by RM-2 Legislation, provide funds expended to date for the total project. Provide both expenditure by Fund Source and Expenditure by Phase, with the date of the last expenditure, and any remaining balance to be expended.

Expenditures To-Date by Phase

Phase	Date of last Expenditure	Amount Expended to date (Thousands)	Balance Remaining To be Expended (Thousands)
ENV / PA&ED			
Project No. 11.1 CMA/ CT		\$149	\$50
Project No. 11.2 Local		\$50	\$45
Project No. 11.3 BTA		\$600	
PS&E			
Project No. 11.2 Local		\$75	
R/W			
CON / Operating			
Project No. 11.2 Local RM-2		\$100	\$330
Total to date (in thousands)		\$974	\$425

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Expenditures To-Date by Fund Source

Fund Source Expended to Date	Date of last Expenditure	Amount Expended to date (Thousands)	Balance Remaining To Be Expended (Thousands)
Project No. 11.1 Caltrans PPM funds Marin CMA		\$50 \$99	\$50
Project No. 11.2 City of Larkspur (Local) RM-2		\$225	\$330
Project No. 11.3 BTA		\$600	\$45
Project No. 11.4 Central Marin Ferry Access Improvements			
Total to date (in thousands)		\$974	\$425

RM-2 FUNDING INFORMATION

RM-2 Funding Need

The overall RM2 funding need is summarized within the attached “RM-2 Funding Expenditure Plan”, Sheet A1.

The first allocation was approved by MTC on September 22, 2004. This allocation will be used to advance the initial project phase (environmental and preliminary engineering) of the U.S. 101 Greenbrea Interchange including project management services.

The second allocation will be used for the construction phase of the East Sir Francis Drake Boulevard Widening Project. The City of Larkspur has funded the environmental phase, the design phase, and a portion of the Construction phase.

This allocation request will fund project management services and a portion of the design required to advance the next phase of the California Park Hill Tunnel Rehabilitation and Pathway Project.

Funding Expenditures

See Attached “RM2 Funding Expenditure Plan” Sheet A1, and “Funding Expenditure Plan for Cal Park Hill Tunnel Rehabilitation and Bike Path” Sheet A2

RM-2 Expenditure Needs for Next Fiscal Year

RM-2 FY 05/06 Planned Expenditures	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Total FY 05/06 Escalated -(Thousands)
ENV / PA&ED (Project No. 11.1 & 11.4)		\$326	\$326	\$426	\$1,078
PS&E (Project No. 11.3)	\$40	\$240	\$240	\$240	\$760
R/W					
CON / Operating Project No. 11.2	\$330				\$330
Total (in thousands)	\$370	\$566	\$566	\$666	\$2,168

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FUNDING INFORMATION

OVERALL

The Greenbrae Interchange / Larkspur Ferry Access Improvements were being independently pursued prior to Regional Measure 2, and now have been fully funded through Regional Measure 2. The prior ongoing outstanding funding commitments are:

- \$908,000 BTA grant for the Cal Park Hill Tunnel Rehabilitation and Bike Path,
- \$3,000,000 TEA grant for the Cal Park Hill Tunnel Rehabilitation and Bike Path,
- \$1,500,000 TLC grant for the Cal Park Hill Tunnel Rehabilitation and Bike Path,
- \$400,000 Hwy 101 HOV Gap Closure commitment for the Central Marin Ferry Access project,
- \$100,000 PSR commitment by Caltrans to the Hwy 101 Greenbrae Interchange Corridor from Sir Francis Drake Blvd to Tamalpais Dr.

TOTAL PROJECT - Committed Funding

See Attached "Total Project Committed Funding Plan" Sheet B1

TOTAL PROJECT – Uncommitted Funding

The funding previously shown fully funds project 1, 2, 3, and 4 based on current preliminary cost estimates. No uncommitted funds have been identified to date.

TOTAL PROJECT – Total Funding

See Attached "Total Project Funding Plan" Sheet C1

RM-2 DELIVERABLE SEGMENT

See Attached "RM-2 Deliverable Segment Funding Plan" Sheet D1

GOVERNING BOARD ACTION

See attached resolution

CONTACT / PREPARATION INFORMATION

Contact information for this application is:

- Craig Tackabery, Transportation Authority of Marin Executive Director, (415) 499-6582, ctackabery@co.marin.ca.us, PO Box 4186, San Rafael, CA 94913
- Bill Whitney, Transportation Authority of Marin Project Manager, (415) 507-2810, bwhitney@co.marin.ca.us, PO Box 4186, San Rafael, CA 94913
- Hamid Shamsapour, Larkspur Public Works Director, (415) 927-5017, hshamsapor@larkspurcityhall.org, 400 Magnolia Ave, Larkspur, CA 94939
- Dave Bracken, Public Works Director, (415) 927-8801, dbracken@ci.corte-madera.ca.us, PO Box 159, Corte Madera, CA 94925
- Jit Pandher, Caltrans Project Manager, (510) 286-6425, Jit_Pandher@dot.ca.gov, P.O.Box23660, Oakland, CA 94623-0660

Initial Project Report
RM-2
RM-2 FUNDING EXPENDITURE PLAN
(RM-2 Funds Only)

(Amounts Escalated in Thousands)

Project Title:		Marin U.S. 101 Greenbrae Interchange / Larkspur Ferry Access Improvements														Project ID:		11		
Agency:		Transportation Authority of Marin														Plan Date:		June 23, 2005		
RM-2 EXPENDITURE PLAN																				
Project Title:		Project ID:	RM-2 Expenditures	Legislated Funding	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL		
U.S. 101 Greenbrae I/C		11.1	ENV/PA&ED			1,000	2,533											3,533		
U.S. 101 Greenbrae I/C		11.1	PS&E				2,186	2,185	2,185									6,556		
U.S. 101 Greenbrae I/C		11.1	R/W																	
U.S. 101 Greenbrae I/C		11.1	CON									37,423						37,423		
U.S. 101 Greenbrae I/C		11.1	CON SUP									1,436						1,436		
U.S. 101 Greenbrae I/C		11.1		48,948																
Sir Francis Drake Blvd. Widening		11.2	ENV/PA&ED																	
Sir Francis Drake Blvd. Widening		11.2	PS&E																	
Sir Francis Drake Blvd. Widening		11.2	R/W																	
Sir Francis Drake Blvd. Widening		11.2	CON				330											330		
Sir Francis Drake Blvd. Widening		11.2		429																
Cal Park Tunnel Rehab & Bikeway		11.3	ENV/PA&ED																	
Cal Park Tunnel Rehab & Bikeway		11.3	PS&E			160	40											200		
Cal Park Tunnel Rehab & Bikeway		11.3	PS&E (SMART RM-2 Funds)			600	400											1,000		
Cal Park Tunnel Rehab & Bikeway		11.3	R/W				150											150		
Cal Park Tunnel Rehab & Bikeway		11.3	CON						6,742									6,742		
Cal Park Tunnel Rehab & Bikeway		11.3	CON (SMART RM-2 Funds)						6,400									6,400		
Cal Park Tunnel Rehab & Bikeway		11.3	County RM-2 Funds	7,092																
Central Marin Ferry Access Phase A		11.4	ENV/PA&ED			78												78		
Central Marin Ferry Access Phase A		11.4	PS&E				70	71										141		
Central Marin Ferry Access Phase A		11.4	R/W					500										500		
Central Marin Ferry Access Phase A		11.4	CON						430									430		
Central Marin Ferry Access Phase B*		11.4	ENV/PA&ED														492	492		
Central Marin Ferry Access Phase B*		11.4	PS&E														1,422	1,422		
Central Marin Ferry Access Phase B*		11.4	CON														5,468	5,468		
Central Marin Ferry Access		11.4		8,531																
					Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL		
RM-2 EXPENDITURE PLAN TOTAL																				
				65,000		2,168	5,379	15,898	2,615		38,859						7,382	72,301		

Comments:

* When a mechanism is defined for maintenance the Transportation Authority of Marin will proceed with more specific plans to construct this element.

Provide the expected RM-2 expenditures – by phase and year. (This is the amount of the allocation needed for that fiscal year to cover expenditures through June 30th of that fiscal year). Enter RM-2 amounts in thousands and escalated to the year of funding. The total amount cannot exceed the amount identified in the RM-2 legislation.

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

Initial Project Report

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FUNDING EXPENDITURE PLAN (Cal Park Hill Tunnel Rehabilitation and Bike Path)

(Amounts Escalated in Thousands)

Project Title:		Marin US 101 Greenbrae Interchange / Larkspur Ferry Access Improvements													Project ID:		11.3	
Agency:		Transportation Authority of Marin													Plan Date:		June 23, 2005	
COMMITTED FUNDING PLAN																		
Project Title:		Project ID:	Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
																		0
Cal Park Tunnel Rehab & Bikeway		11.3	BTA	ENV/PA&ED	550	50	45											645
Cal Park Tunnel Rehab & Bikeway		11.3	BTA	PS&E	263													263
Cal Park Tunnel Rehab & Bikeway		11.3	TE	PS&E	800						400						1,200	
Cal Park Tunnel Rehab & Bikeway		11.3	RM2	PS&E	160						40						200	
Cal Park Tunnel Rehab & Bikeway		11.3	RM2 (SMART)	PS&E	600						400						1,000	
Cal Park Tunnel Rehab & Bikeway		11.3	RM2	R/W	150											150		
Cal Park Tunnel Rehab & Bikeway		11.3	TE	CON	800						1,000						1,800	
Cal Park Tunnel Rehab & Bikeway		11.3	TLC	CON							1,500						1,500	
Cal Park Tunnel Rehab & Bikeway		11.3	RM2	CON	6,742											6,742		
Cal Park Tunnel Rehab & Bikeway		11.3	RM2 (SMART)	CON	6,400											6,400		
																		0
																		0
																		0
Future Committed																		TOTAL
COMMITTED FUNDING TOTAL																		
					550	50	1,868	1,790	15,642	0	0	0	0	0	0	0	0	19,900

Comments:

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Total Project
COMMITTED FUNDING PLAN
(Amounts Escalated in Thousands)

Project Title:		Marin US 101 Greenbrae Interchange / Larkspur Ferry Access Improvements												Project ID:		11	
Agency:		Transportation Authority of Marin												Plan Date:		June 23, 2005	
COMMITTED FUNDING PLAN																	
Project Title:	Project ID:	Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
U.S. 101 Greenbrae I/C	11.1	CT	PSR	50		50											100
U.S. 101 Greenbrae I/C	11.1	RM2	ENV/PA&ED			1,000	2,533										3,533
U.S. 101 Greenbrae I/C	11.1	CMA	ENV/PA&ED	99													99
U.S. 101 Greenbrae I/C	11.1	RM2	PS&E				2,186	2,185	2,185								6,556
U.S. 101 Greenbrae I/C	11.1	RM2	CON								37,423						37,423
U.S. 101 Greenbrae I/C	11.1	RM2	CON SUP								1,436						1,436
Sir Francis Drake Blvd. Widening	11.2	Local	ENV/PA&ED	50													50
Sir Francis Drake Blvd. Widening	11.2	Local	PS&E		75												75
Sir Francis Drake Blvd. Widening	11.2	Local	CON	100													100
Sir Francis Drake Blvd. Widening	11.2	RM2	CON		330												330
Cal Park Tunnel Rehab & Bikeway	11.3	BTA	ENV/PA&ED	550	50	45											645
Cal Park Tunnel Rehab & Bikeway	11.3	BTA	PS&E			263											263
Cal Park Tunnel Rehab & Bikeway	11.3	TE	PS&E			800	400										1,200
Cal Park Tunnel Rehab & Bikeway	11.3	RM2	PS&E			160	40										200
Cal Park Tunnel Rehab & Bikeway	11.3	RM2 (SMART)	PS&E			600	400										1,000
Cal Park Tunnel Rehab & Bikeway	11.3	RM2	R/W				150										150
Cal Park Tunnel Rehab & Bikeway	11.3	TE	CON				800	1,000									1,800
Cal Park Tunnel Rehab & Bikeway	11.3	TLC	CON					1,500									1,500
Cal Park Tunnel Rehab & Bikeway	11.3	RM2	CON					6,742									6,742
Cal Park Tunnel Rehab & Bikeway	11.3	RM2 (SMART)	CON					6,400									6,400
Central Marin Ferry Access Phase A	11.4	RM2	ENV/PA&ED			78											78
Central Marin Ferry Access Phase A	11.4	RM2	R/W					500									500
Central Marin Ferry Access Phase A	11.4	RM2	PS&E				70	71									141
Central Marin Ferry Access Phase A	11.4	RM2	CON						430								430
Central Marin Ferry Access Phase A	11.4	CT Mitigation	CON					400									400
Central Marin Ferry Access Phase B*	11.4	RM2	ENV/PA&ED													492	492
Central Marin Ferry Access Phase B*	11.4	RM2	PS&E													1,422	1,422
Central Marin Ferry Access Phase B*	11.4	RM2	CON													5,468	5,468
				Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
COMMITTED FUNDING TOTAL																	
				849	455	2,996	6,579	18,398	3,015		38,859					7,382	78,533

Comments:

* When a mechanism is defined for maintenance the Transportation Authority of Marin will proceed with more specific plans to construct this element.

Enter only funds **Committed** to the project, including RM-2 funding. Enter amounts in thousands and escalated to the year of funding. DO NOT enter uncommitted funding - enter uncommitted funds in the Uncommitted Funding Plan.
Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional)

Initial Project Report
RM-2
Total Project
TOTAL PROJECT FUNDING PLAN
(Amounts Escalated in Thousands)

Project Title:	Marin US 101 Greenbrae Interchange / Larkspur Ferry Access Improvements										Project ID:	11					
Agency:	Transportation Authority of Marin										Plan Date:	June 23, 2005					
COMMITTED FUNDING PLAN																	
Project Title:	Project ID:	Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
U.S. 101 Greenbrae I/C	11.1	CT	PSR	50		50											100
U.S. 101 Greenbrae I/C	11.1	RM2	ENV/PA&ED			1,000	2,533										3,533
U.S. 101 Greenbrae I/C	11.1	CMA	ENV/PA&ED	99													99
U.S. 101 Greenbrae I/C	11.1	RM2	PS&E				2,186	2,185	2,185								6,556
U.S. 101 Greenbrae I/C	11.1	RM2	CON								37,423						37,423
U.S. 101 Greenbrae I/C	11.1	RM2	CON SUP								1,436						1,436
Sir Francis Drake Blvd. Widening	11.2	Local	ENV/PA&ED	50													50
Sir Francis Drake Blvd. Widening	11.2	Local	PS&E			75											75
Sir Francis Drake Blvd. Widening	11.2	Local	CON	100													100
Sir Francis Drake Blvd. Widening	11.2	RM2	CON			330											330
Cal Park Tunnel Rehab & Bikeway	11.3	BTA	ENV/PA&ED	550	50	45											645
Cal Park Tunnel Rehab & Bikeway	11.3	BTA	PS&E			263											263
Cal Park Tunnel Rehab & Bikeway	11.3	TE	PS&E			800	400										1,200
Cal Park Tunnel Rehab & Bikeway	11.3	RM2	PS&E			160	40										200
Cal Park Tunnel Rehab & Bikeway	11.3	RM2 (SMART)	PS&E			600	400										1,000
Cal Park Tunnel Rehab & Bikeway	11.3	RM2	R/W				150										150
Cal Park Tunnel Rehab & Bikeway	11.3	TE	CON				800	1,000									1,800
Cal Park Tunnel Rehab & Bikeway	11.3	TLC	CON					1,500									1,500
Cal Park Tunnel Rehab & Bikeway	11.3	RM2	CON					6,742									6,742
Cal Park Tunnel Rehab & Bikeway	11.3	RM2 (SMART)	CON					6,400									6,400
Central Marin Ferry Access Phase A	11.4	RM2	ENV/PA&ED			78											78
Central Marin Ferry Access Phase A	11.4	RM2	R/W					500									500
Central Marin Ferry Access Phase A	11.4	RM2	PS&E				70	71									141
Central Marin Ferry Access Phase A	11.4	RM2	CON						430								430
Central Marin Ferry Access Phase A	11.4	CT Mitigation	CON					400									400
Central Marin Ferry Access Phase B*	11.4	RM2	ENV/PA&ED													492	492
Central Marin Ferry Access Phase B*	11.4	RM2	PS&E													1,422	1,422
Central Marin Ferry Access Phase B*	11.4	RM2	CON													5,468	5,468
														Future			
				Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Committed	TOTAL
COMMITTED FUNDING TOTAL																	
				849	455	2,996	6,579	18,398	3,015	38,859						7,382	78,533
Comments:																	
* When a mechanism is defined for maintenance the Transportation Authority of Marin will proceed with more specific plans to construct this element.																	

Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

Initial Project Report
RM-2
RM-2 Deliverable Segment
RM-2 DELIVERABLE SEGMENT FUNDING PLAN
(Amounts Escalated in Thousands)

	Project Title: Marin U.S. 101 Greenbrae Interchange / Larkspur Ferry Access Improvements															Project ID: 11.4	
	Agency: Transportation Authority of Marin															Plan Date: June 23, 2005	
RM-2 DELIVERABLE SEGMENT - Fully Funded Phase or Segment of Total Project																	
Fund Source	Project No.	Funding Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
																	0
Central Marin Ferry Access Phase A	11.4	RM2	ENV/PA&ED			78											78
Central Marin Ferry Access Phase A	11.4	RM2	R/W					500									500
Central Marin Ferry Access Phase A	11.4	RM2	PS&E				70	71									141
Central Marin Ferry Access Phase A	11.4	RM2	CON						430								430
Central Marin Ferry Access Phase A	11.4	CT Mitigation	CON						400								400
Central Marin Ferry Access Phase B*	11.4	RM2	ENV/PA&ED													492	492
Central Marin Ferry Access Phase B*	11.4	RM2	PS&E													1,422	1,422
Central Marin Ferry Access Phase B*	11.4	RM2	CON													5,468	5,468
																	0
																	0
																	0
																	0
																	0
																	0
																	0
																	0
																	0
																	0
																	0
RM-2 SEGMENT FUNDING TOTAL																	
					0	0	78	70	571	830	0	0	0	0	0	7,382	8,931

Comments:

* When a mechanism is defined for maintenance the Transportation Authority of Marin will proceed with more specific plans to construct this element.

(Complete this spreadsheet only if RM-2 funds are dedicated to deliver a specific phase or deliverable segment of the overall total project)

Enter funds on the RM-2 Deliverable Phase or Segment, ONLY if the RM-2 Phase or Segment is different from the overall total project. The RM-2 Segment must be Fully Funded and result in a operable or useable segment.

Enter only funds **Committed** to the RM-2 Funded Segment and only if different from Total Project. Enter amounts in thousands and escalated to the year of funding. DO NOT enter uncommitted funding - The RM-2 Phase or Segment must be fully funded.

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

TAM RESOLUTION NO. 2005-07

RM2 Implementing Agency Resolution of Project Compliance Allocation Request: Project No. 11.3

Project Title: Cal Park Hill Tunnel Rehabilitation and Pathway Improvements

Whereas, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

Whereas, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

Whereas, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

Whereas, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

Whereas, Transportation Authority of Marin is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

Whereas, the U.S. 101 Greenbrae Interchange / Larkspur Ferry Access Improvements is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

Whereas, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Transportation Authority of Marin is requesting that MTC allocate Regional Measure 2 funds; and

Resolved, that on March 2, 2004, the Marin County Board of Supervisors created the Transportation Authority of Marin by Resolution No. 2004-21, pursuant to Section 180050 of the California Public Utilities Code ("PUC"). As required by California PUC Section 180051(a) and California Government Code Section 65089(a), a majority of City and Town Councils of Marin County, representing a majority of the incorporated population of Marin, have concurred on the membership of the Transportation Authority of Marin and designated the Transportation Authority of Marin as the Congestion Management Agency for Marin County.

Resolved, that Transportation Authority of Marin, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

Resolved, that Transportation Authority of Marin certifies that the project is consistent with the Regional Transportation Plan (RTP).

Resolved, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project.

Resolved, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment.

Resolved, that Transportation Authority of Marin approves the Updated Initial Project Report, attached to this resolution; and be it further

Resolved, that Transportation Authority of Marin approves the cash flow plan, attached to this resolution; and be it further

Resolved, that Transportation Authority of Marin has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

Resolved, that Transportation Authority of Marin is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that Transportation Authority of Marin is authorized to submit an application for Regional Measure 2 funds for U.S. 101 Greenbrae Interchange / Larkspur Ferry Access Improvements in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that Transportation Authority of Marin certifies that the projects and purposes for which RM2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. Seq. and the applicable regulations thereunder; and be it further

Resolved, that there is no legal impediment to Transportation Authority of Marin making allocation requests for Regional Measure 2 funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Transportation Authority of Marin to deliver such project; and be it further

Resolved that Transportation Authority of Marin indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Transportation Authority of Marin, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

Resolved, that Transportation Authority of Marin shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially

approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

Resolved, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

Resolved, that Transportation Authority of Marin shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

Resolved, that Transportation Authority of Marin authorizes its Executive Director to execute and submit an allocation request for work projected to be in FY 05/06, to fund a portion of the final design, including project management services for the Cal Park Tunnel Rehabilitation and Pathway Improvements, in the amount of \$200,000, for the purposes and amounts included in the Initial Project Report attached to this resolution; and be it further

Resolved that the Executive Director is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate.

Resolved, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Transportation Authority of Marin application referenced herein.

PASSED AND ADOPTED at a regular meeting of the Transportation Authority of Marin held on the 23rd day of June 2005, by the following vote:

AYES:

NOES:

ABSENT:

Chair, Transportation Authority of Marin

ATTEST:

Executive Director